

State Route 20

Morris Rd to Jacobs Rd

Safety Improvements

Island sub-RTPO
Transportation Policy Board

April 22, 2015

Todd Carlson
Planning and Engineering Services Mgr.
Washington State Department of Transportation

Overview

- Where did this project come from?
- Evolution of the project – what is it?
- Hit a big snag
- Community engagement & alternatives analysis
- Cultural/Historic resources process and impacts (*Ebey's Landing*)
- Where are we today

Where did this project come from?

- Over \$75m in improvements on the Island (1990-2003) – this section “last on the list”
- Sketch planning exercise in circa 2005
- Lack of shoulders
- Collisions at county cross roads
- No funding on the horizon



Regional Byways

SR 20, Race Road to Jacob's Road (Phase 1) Safety Corridor Improvements



Currently this stretch of the scenic isle way has shoulders so it is too narrow to navigate by foot or bike.



The shoulder width proposed will be matched that found further up the corridor to provide continuity for cyclists and pedestrians.

A Project is Born!

- Legislature provides \$1.0m (2011 session) to fix “worst first”
- Island County provides \$0.5m (plus donation of ROW)
- National Scenic Highways Grant \$1.5m
- Total Budget **\$3.0m**
- Original Timeline to be operationally completed by November 2014 (*best case scenario*)

SR 20/Race to Jacobs Safety Improvements

Since 2005 we have successfully designed and built nearly \$200 million in safety and congestion relief improvements on SR 525 and SR 20, from Clinton to Burlington. Those projects have significantly improved travel on these state highways, and we are happy to have funding to address some of the many remaining needs in the corridor. This project is a partnership of WSDOT, Island Transit and Island County.

We are considering the following safety improvements:

- Install a center-turn lane for vehicles entering and exiting the Island County transfer station,
- Coordinate with Island Transit on the realignment of Parker Road,
- Widen shoulders throughout the project limits as funding allows, and
- Improve roadside safety by moving utility poles further away from the highway.



Funding partners

2011 Legislature:

\$1 million for SR 20 safety improvements; \$800k to Island Transit to realign Parker Road.

Island County:

\$250,000 of very scarce local funds and a donation of county property

Federal Highway Administration:

\$1.9 million grant to improve this section of the SR 20 Scenic Isleway.



Site of Parker Road realignment

Timeline

Oct 2011	Begin preliminary engineering
Nov 2013	Advertise project
Apr 2014	Begin construction
Nov 2014	Open to the public

Contact information

For additional project information, please contact:

Todd Carlson, Planning & Engineering Services Manager
360.757.5980 or carlsot@wsdot.wa.gov



SR 20, southbound, at the Island County transfer station

Washington State Department of Transportation

Fall 2011

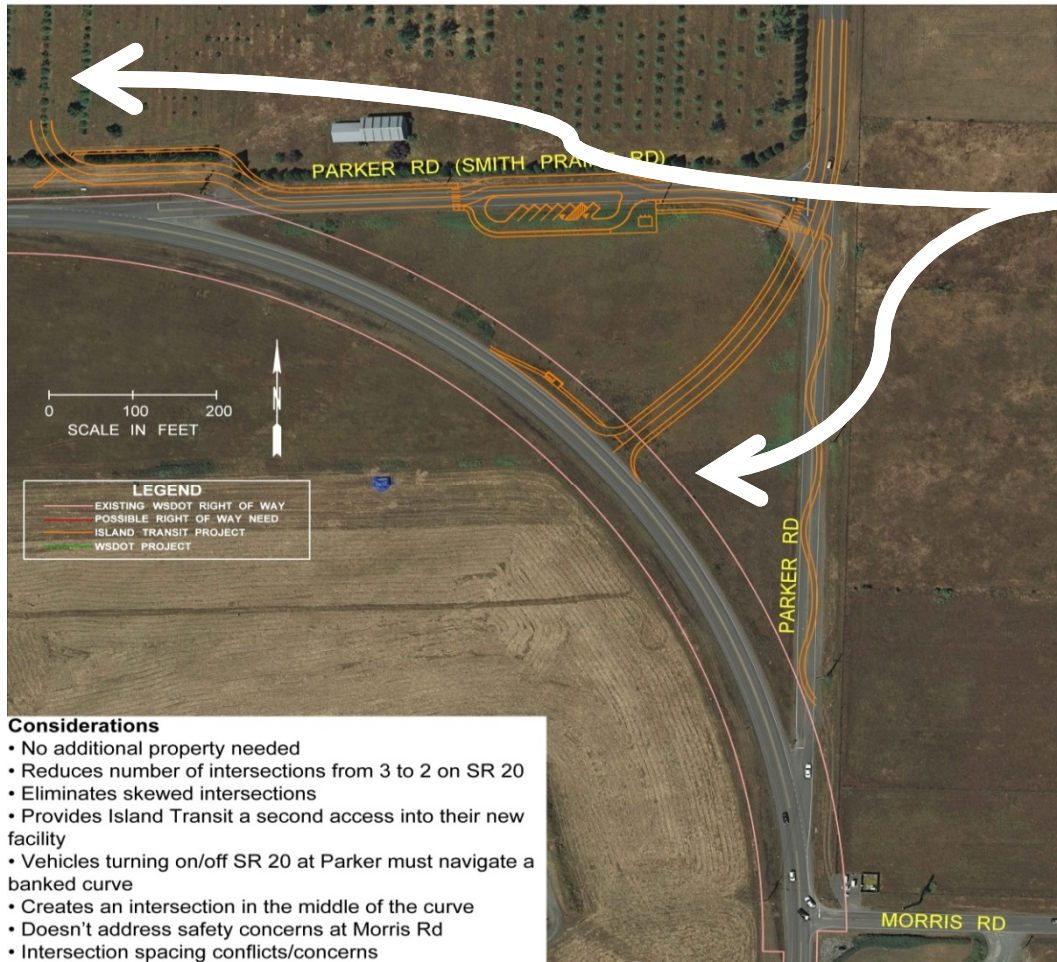
SR 20/Island Disposal Entrance to Jacobs Rd. Safety Improvements

After scoping the project --
We considered the following safety improvements:

- Install a two-way left turn lane for vehicles entering and exiting the Island County Transfer Station,
- Widen shoulders throughout the project limits as funding allows,
- Improve roadside safety by moving utility poles further away from the highway.

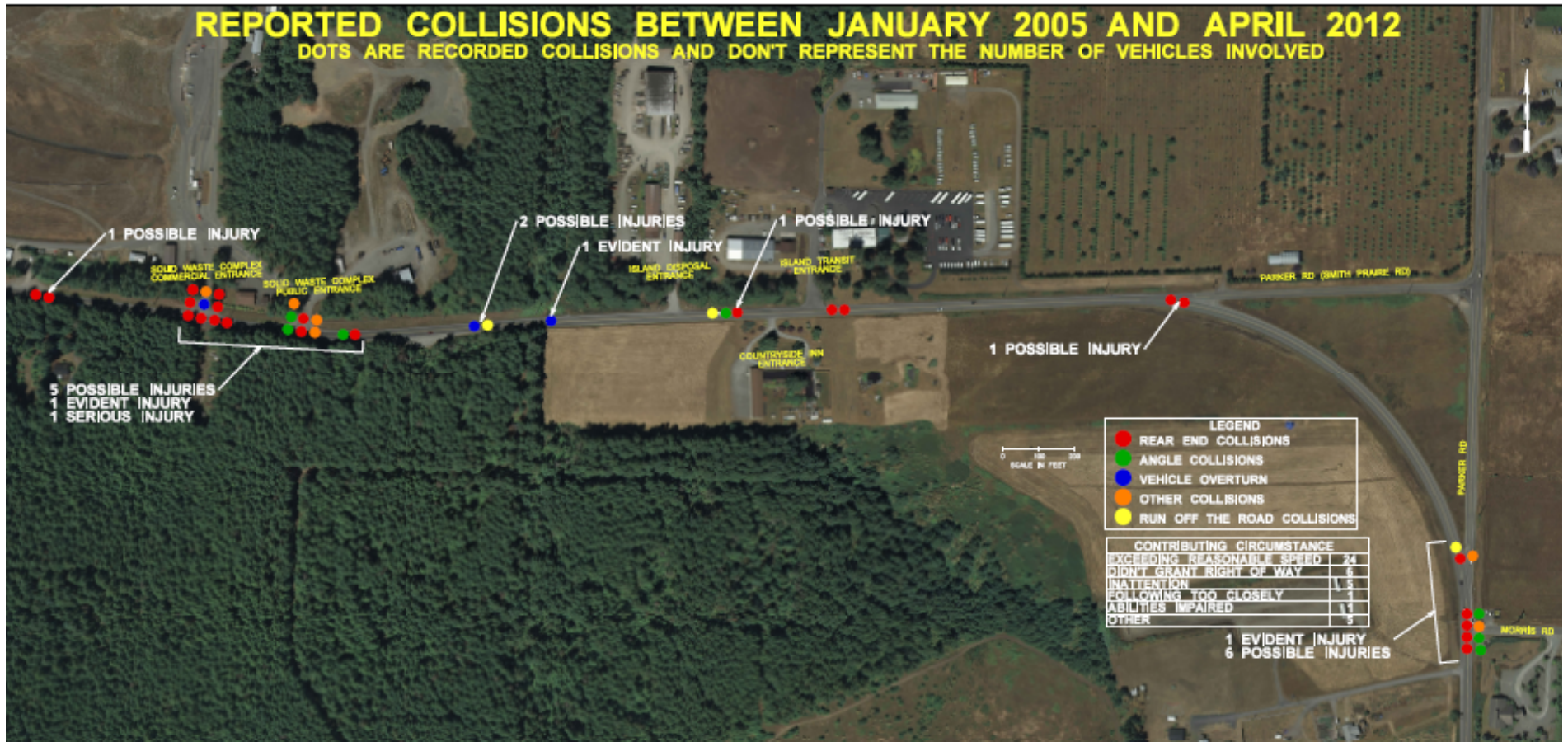
Island Transit's Current Project - Parker Road Realignment

Realign Parker Road to SR 20 as proposed by Island Transit and approved by Island County and WSDOT.
Close both existing Smith Prairie Road and Parker Road with SR 20.



- Simultaneous to WSDOT's project, Island Transit was required to develop a 2nd access point to the new Island Transit Base
- Both Island County and WSDOT approved this design
- This is where the 1st really big "snag" occurred
- STOP the process and address community concerns
- Remember budget is \$3.0m for WSDOT and \$896k for Island Transit

WSDOT Project and the Island Transit Project are now considered “ONE-PROJECT” by the community



Process Delay (approximately 1 year)



- First in a series of community meetings to sort out the concerns and develop an alternatives process
- Adjust the cultural/historic resources process to this alternative process
- Workshops to get feedback on alternatives (*all require more time & funding*)



Alternatives Considered – for Parker Road Realignment

- Option #1 – Parker Road Realignment with turn lanes** - Realign Parker Road to SR 20 and add left-turn lanes on SR 20 at both the new Parker Rd and existing Morris Rd intersections.
- Option #2 – Realign Parker to Morris Road** - Close both existing Smith Prairie Rd and Parker Rd with SR 20 and realign Parker Rd to Morris Rd. Add a left turn lane on SR 20 at Morris Rd
- Option #3– Realign Morris to Parker Road** - Close existing Smith Prairie Road, Morris Rd and Parker Road with SR 20 and realign Morris Road to Parker Road. Build Parker Road realignment to SR 20 with left turn lane on SR 20.
- Option #4– Improve Existing Access** - Add left turn lane on SR 20 at existing access to Island Transit. This option would still require safety improvements at Parker and Morris Rd intersections.
- Option #5 – Plum Creek Road to Solid Waste Access** - Build a new access roadway to the north along existing Plum Creek Road and access SR 20 through Island County's solid waste facility.
- Option #6 – Plum Creek Road to Parker Road** - Build a new access roadway to the north along existing Plum Creek Road (private road). This option would still require safety improvements at Parker and Morris Rd intersections.
- Option #7 – Roundabout (three legged)** - Build a new roundabout to accommodate both Parker Road and Morris Road intersections with SR 20.
- Option #8 – Roundabout (four legged)** - Build a new roundabout to accommodate both Parker Road and Morris Road intersections with SR 20.

Option #1 – Parker Rd Realignment with turn lanes at Parker and Morris

Improvement option: Realign Parker Road to SR 20 and add left-turn lanes on SR 20 at both the new Parker Rd and existing Morris Rd intersections.

Considerations

- Reduces number of intersections from 3 to 2 on SR 20
- Eliminates skewed intersections
- Provides Island Transit a second access into their new facility
- Addresses safety concerns at Parker and Morris Road
- Additional property needed
- Vehicles turning on/off SR 20 at Parker must navigate a banked curve
- Creates an intersection in the middle of the curve
- Intersection spacing conflicts/concerns

Cost Estimate Range

- \$2.0 Million – \$2.9 million
- \$896,000 for Island Transit work

Additional Funding Needed

- \$500,000 – \$1.4 million



Option #2 – Realign Parker to Morris Rd

Improvement option: Close both existing Smith Prairie Rd and Parker Rd with SR 20 and realign Parker Rd to Morris Rd. Add a left turn lane on SR 20 at Morris Rd.

Considerations

- Reduces number of intersections from 3 to 1 on SR 20
- Eliminates skewed intersections
- Traffic coming and going on Parker/Morris Rd need not enter SR 20
- Turning movement on the end of the curve instead of the middle
- Provides Island Transit a second access into their new facility
- Addresses safety concerns at Morris Rd
- Additional property needed

Cost Estimate Range

- \$1.8 million - \$2.6 Million
- \$300,000 for Island Transit work

Additional Funding Needed

- \$400,000 – \$1.4 million



Option #3 – Realign Morris to Parker Rd

Improvement option: Close existing Smith Prairie Road, Morris Rd and Parker Road with SR 20 and realign Morris Road to Parker Road. Build Parker Road realignment to SR 20 with left turn lane on SR 20.

Considerations

- Reduces number of intersections from 3 to 1 on SR 20
- Eliminates skewed intersections
- Traffic coming and going on Park/Morris Rd need not enter SR 20
- Provides Island Transit a second access into their new facility
- Turning movement in middle of curve
- Vehicles turning on/off SR 20 at Parker must still navigate a banked curve.

Cost Estimate Range:

- \$2.4 million - \$3.5 million
- \$896,000 for Island Transit work

Additional Funding Needed

\$900,000 – \$2.0 million



Option #4 – Improve Existing Access

Improvement option: Add left turn lane on SR 20 at existing access to Island Transit. This option would still require safety improvements at Parker and Morris Rd intersections.

Considerations

- Left-turn lane added to SR 20 for traffic entering Island Transit facility
- Turn Lane will be located on a strait section of SR20
- Doesn't address Island Transits need for a second access
- Requires safety improvements at Parker and Morris Rd intersections.

Cost Estimate Range

- \$1.4 million to \$2.0 Million
- \$0 – \$6.8 million
- \$300,000 - \$896,000 Island Transit

Additional Funding Needed

- \$0 – \$.3 million



Option #5 - Plum Creek Road to Solid Waste Access

Improvement option: Build a new access roadway to the north along existing Plum Creek Road (private road) and access SR 20 through Island County's solid waste facility.

Considerations

- Provides Island Transit with a second access into their new facility
- Redirects some traffic from the existing Island Transit entrance to the Solid Waste entrances
- Plum creek road is private road and would need to be purchased and developed as a public road
- Increase potential conflict points within Island County transfer facility
- Would require an easement from the Whidbey Camano Land Trust

Cost Estimate Range

- Unknown



Option #6 - Plum Creek Road to Parker Rd

Improvement option: Build a new access roadway to the north along existing Plum Creek Road (private road). This option would still require safety improvements at Parker and Morris Rd intersections.

Considerations

- Provides Island Transit with a second access into their new facility
- Change depending on which option is chosen at the Parker road intersection
- Plum creek road is private and would need to be purchased and developed as a public road
- Requires safety improvements at Parker and Morris Rd intersections.
- Would require an easement from the Whidbey Camano Land Trust

Cost Estimate Range

- Unknown



Option #7 – Roundabout (*Three legged*)

Improvement option: Build a new roundabout to accommodate both Parker Road and Morris Road intersections with SR 20.

Considerations

- Reduces number of intersections from 3 to 1 on SR 20
- Provides Island Transit with a second access into their new facility.
- Traffic coming and going on Parker/Morris Rd need not enter SR 20
- Property acquisition needed
- SR 20 through traffic would be required to reduce speed
- Intersection operations with unbalanced traffic volumes

Cost Estimate Range

- \$4.2 million - \$6.0 million
- \$300,000 for Island Transit Work

Additional Funding Needed

- \$2.7 million – \$4.5 million



Option #8 – Roundabout (*Four legged*)

Improvement option: Build a new roundabout to accommodate both Parker Road and Morris Road intersections with SR 20.

Considerations

- Reduces number of intersections from 3 to 1 on SR 20
- Additional property needed
- Doesn't address Island Transit need for a second access
- SR 20 through traffic would be required to reduce speed

Cost Estimate Range

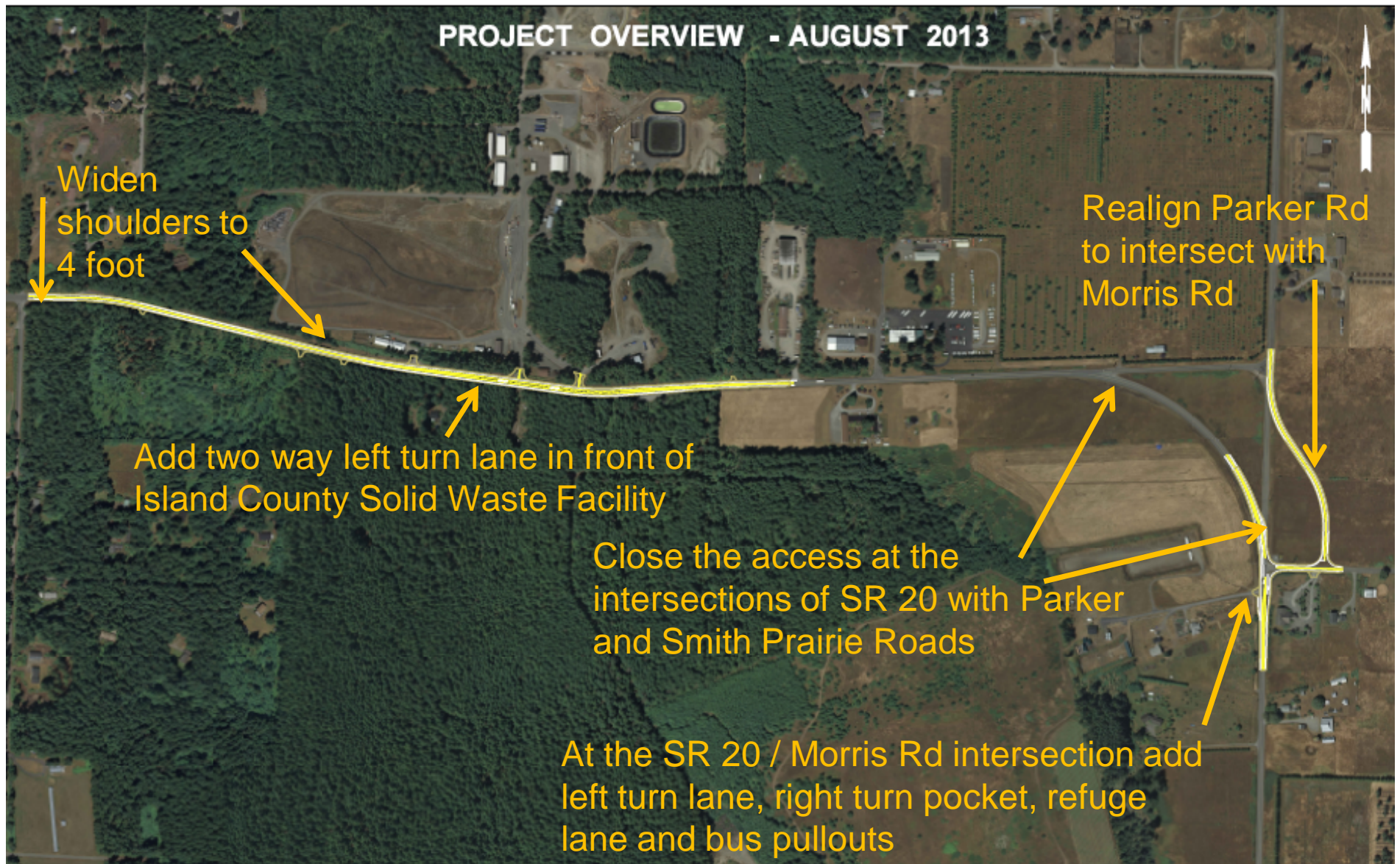
- \$4.7 million - \$6.8 million

Additional Funding Needed

- \$3.2 million - \$5.3 million



PROJECT OVERVIEW - AUGUST 2013



Revised Project Budget

- Original 2011 Legislature appropriation \$1.0m
- Island County provides \$0.5m
- National Scenic Highways Grant \$1.5m

Added based on alternatives evaluation

- Island Transit transfer \$0.5m (*for Parker Road realignment*)
 - Highway Safety Improvement Program \$2.5 million
 - State Pre-Existing Funds \$27,000
-

New Total project budget: \$6.027m

Revised Project Schedule

- Winter 2011 – Began Design
- December 13, 2012 – Open House to address community concerns regarding Island Transit's project
- January 2013 – Added the Parker Rd. realignment work
- November 2014 - Completed Cultural/Historic Resources work (this process took 2 years to complete) for bigger footprint
- December 2014 Began Right of Way Acquisition
- May 1, 2015 - Complete Right of Way Acquisition (pending)
- May 18, 2015 – Advertise Project (pending ROW Completion)
- Summer/Fall 2015 – Utility Relocation/Highway Construction
- Winter 2015 – Operationally Complete (1 year late)

Questions

